

THE CYCLING WORLD.

If you are going abroad take out a C. T. C. ticket and paste an L. A. W. Consul list in your hat.

Ten years ago last week the League of American Wheelmen had 12,000 members. On September 30th, 1899, there were 52,846 members.

The Long Island Railroad Company carried 40,000 wheels in its baggage cars in 1896. Then the free baggage law came in and they carried, in 1897, 160,000; 1898, 176,000; and 1899 will show a record of upwards of 200,000.

Alfred F. Terry, L. A. W. representative at Cienfuegos, Cuba, extends the courtesies of Cienfuegos Cycle Club to all League members touring in the island of Cuba, and announces that any who visit that club will be shown a good time.

Beconna has succeeded in covering the remarkable distance of 42 miles, 337 in an hour, at the Parc du Princes track at Paris on a motor cycle. The previous record, about three miles less, was made at the same track in September by Osmond.

The bicycle has found its way on to an American postage stamp. It will form the central figure of the United States' design of the special delivery stamp for use in Cuba. In size the stamp corresponds to that of the United States' special delivery stamp, and the design has for a center piece a mounted bicycle messenger boy.

Since the consummation of the international touring agreement between the L. A. W. and the Cyclists' Touring Club of England many letters have been received from foreigners offering assistance to league members touring in various countries. These courtesies are entirely independent of the agreement, but were prompted by the friendly feeling engendered by the international alliance concluded through the efforts of President Keenan, and tend to show the high regard in which league members in general are held abroad.

"Do you keep forks here?" asked the customer. "Hay, wheel or dine?" inquired the up-to-date hardware clerk.

The Worcester Mass. Consulate, L. A. W. will push a bill to establish a League of Bicycles. The proceeds of the sale shall be applied solely to the improvement of highways and the building of new paths. What's the matter with a law of this character in Virginia? Surely the children of this State would not object to it. Bicyclists are urged to send their opinions to this column.

H. C. Wallis, secretary of the Dierpe (France) Golf Club and consul of the Cyclists' Touring Club, at that point, offers the use of the club's links to L. A. W. members touring in France, and states that they will always find a welcome there. Courtesies of this kind will make the L. A. W. tourist feel at home in a foreign land and give him many inside advantages which he could not possibly obtain except through his league membership. Many other offers similar to these mentioned have been received by President Keenan.

The controversy between the League of American Wheelmen and the outlaw promoters who seek to control the port has awakened some interest abroad. It is claimed that the French Association, which is a member of the International Association, desires to espouse the cause of the outlaw, as it did last spring. It is the general opinion that Henry Sturmy of England, who does much to voice the policy of the International Association has warned the Frenchmen that they are treading on dangerous ground. He thinks that if the question of alliance comes up again all organizations will support the L. A. W., as was the case at the meeting at Montreal. Mr. Sturmy intimates that if the Frenchmen decide to support the outlaw movement in this country they will ruin their race meets, which will be held in connection with the Paris Exposition next year.

Under the side-path law, passed last year by the New York Legislature, nearly \$200,000 has been paid in fees by riders for the privilege of riding over the paths that have been built. This is proof conclusive that a tremendous number of wheelmen are glad of and willing to pay for the privilege of using the paths. The payment of the fees is their method of showing their approval, yet but very few of these riders appreciate the fact that the passage of this law was due entirely to efforts of the New York Division of the L. A. W. and its allies. If these same riders would contribute only a tithe of the amount mentioned as dues to the organization that gives them these benefits, there would be no trouble in passing any law that the wheelman of the State desires. The same applies to other States equal force. In fact the success of this law in New York should be an inspiration to other States, which can secure similar laws if the wheelmen will support the organization.

Col. Keith-Falconer of the British army, who was killed a few days ago in the Boer war, was one of the earliest and most notable figures in the history of cycling. It was in the sport was in his infancy, that the Hon. Ion G. N. Keith-Falconer, who was then an undergraduate at Cambridge, became prominent as a "gentleman amateur" rider, and he did, perhaps, more than any other to make cycling popular in the aristocratic circles of England. He never came to America to ride, but he established records on the high wheel which for years were acknowledged the best in the world, either amateur or professional. In 1876 he was the acknowledged champion, having won the annual four-mile race of the Amateur Athletic Club. After the Cambridge track was built he made a two-mile record on it that was not beaten for several years, although professionals tried for it. He was the first to complete a long-distance ride that attracted general attention in 1882. He started on June 5 from Land's End and rode to John O'Groats, a distance of 94 miles, in thirteen days, lacking 1 hour and 50 minutes. On the last day of this trip he pedaled 100 miles. Keith-Falconer was large and powerfully built, and his steed on this occasion was a fifty-six inch ordinary that

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SUCH SACRIFICING IN CLOTHING NEVER BEFORE WITNESSED!

The old Landmark, known as Reid's Bakery, is now a thing of the past. The Trowels of the brick-masons can be heard ringing throughout our entire store, and soon there will be erected on this grand old site the extension for the

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We had promised our contractor, Mr. George T. Banks, that he could take possession of our premises by December 1st, but his realizing our Tremendous Big Stock of Clothing has granted us a stay of twenty days. Now you can readily realize our position. The entire back part of our store must be torn away, and the BUILDERS MUST HAVE ROOM. So we must get rid of our stock at any sacrifice. We must make double quick work, so the

Prices have been lowered to a level never before reached in any sale in the Broad United States. This Terrific Sacrifice is bound to clear goods away in a jiffy. If you appreciate an honest, genuine bargain in well made Clothing you cannot afford to miss this grand opportunity. We might go on at great length, and any argument advanced would not do this sale justice.

Read the Startling, Almost Bewildering List of Explosive Prices, and Benefit Thereby.

Men's Suits, strong and durable. Manufacturer's price, \$4.00; our price	Men's Suits, Fancy Plaids. Manufacturer's price \$3.00, our price.....	Men's Suits, well made, sizes 34 to 42, double and single-breasted. Manufacturer's price \$10.00, our price.....	Men's Suits, all-wool, nicely trimmed, beautiful designs. Manufacturer's price \$11.00, our price	Men's Fancy All-wool Suits, high grade tailoring style, perfect. Manufacturer's price \$12.00, our price	Men's Whitehead, Worsted, Suits heavy Italian lined, well tailored. Manufacturer's price, \$14.00, our price.....
\$1.96	\$2.35	\$4.96	\$5.20	\$5.98	\$7.98
Men's Overcoats, blue and black, plain lined. Manufacturer's price, \$4.00; our price	Men's Fine Raritan Overcoats. These are fully 70 per cent. wool. Manufacturer's price \$3.00, our price.....	Men's Black and Blue Beaver Overcoats. Beaver lined. Manufacturer's price \$10.00, our price	Men's Extra Fine Kersey Overcoats, strictly all-wool, beautifully tailored. Manufacturer's price \$14.00, our price.....	Children's Suits, double-breasted styles, in plaids and fancy effects. Manufacturer's price \$2.00 our price	Children's Suits, Double-Breasted Black and Blue Cheviot, sizes 4 to 15 years. Manufacturer's price, \$3.00 our price.....
\$1.75	\$3.78	\$4.94	\$7.92	98c.	\$1.24
Children's Suits, ages 4 to 16 years. Beautiful styles. Manufacturer's price, \$3.00; our price	Children's Suits, all wool, in checks and plaids. Made to wear well. Sizes up to 16 years. Manufacturer's price \$3.00, our price	Children's All-wool Cassimere and Worsted Suits. Manufacturer's price \$5.00, our price	Children's Imported Scotch Fancy Cassimere Suits. Perfect tailoring, double coat and knees. Manufacturer's price \$6.00 our price.....	Children's Knee Pants, ages 4 to 14 years. Manufacturer's price 25c, our price	Children's Knee Pants, ages 4 to 14 years. Brown Mixed Tweed, Black and Blue. Manufacturer's price \$1.40; our price.....
\$1.50	\$1.98	\$2.20	\$2.90	7c.	19c.
Children's Fine All-Wool Knee Pants, double seat and knees, sizes 4 to 17 years. Manufacturer's price, \$1.00; our price.....	Men's Pants, durable in quality, wear resisting. Manufacturer's price \$1.00, our price	Men's Pants, double sewed plain and fancy effect. Manufacturer's price \$2.00 our price	Men's Pants, Black Diagonal, patent riveted buttons. Manufacturer's price \$2.25, our price	Men's Pants, English effects, full tailored made. Manufacturer's price \$3.00, our price	Men's All-wool Cheviot and Cassimere Pants, half line stripes. As Manufacturer's price, \$4.00; our price
46c.	49c.	89c.	\$1.18	\$1.70	\$1.96

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weighed forty-five pounds. On July 20 of the same year he became the fifty-mile champion, covering the distance on the track at Crystal Palace in 2:43:58 3-5. This was the best record in the world. His record for forty-six miles of 2:30:33 2-5, made on July 2, 1882 at Crystal Palace, was also a world beater. Falconer represented the top-notch of amateurism in the days when the sport was purest. He was contemporary with H. L. Curtis and "Jack Keen", and by special invitation delivered several lectures on the sport.

STRONG FOR BRYAN.

OPINION OF A DISTINGUISHED NEW YORKER.

The following is taken from yesterday's Richmond Times:

Hon. Elliot Danforth, of New York, is at the Jefferson, and I found him in conversation with Mr. Norman Mack, editor and proprietor of the Buffalo Times, the Democratic organ of Western New York.

SAID MR. DANFORTH.

"There is no doubt," said Mr. Danforth, "that William Jennings Bryan will be the Democratic candidate for President in 1900, and that the Chicago platform with the additional planks, anti-trust and anti-imperialism, will be the platform upon which the Democratic nominee will stand next campaign."

"There are many Democrats who voted for Palmer and Buckner in McKinley's last election who will support the regular Democratic nominee this time, and we, in New York, will make it the fight of fighters."

ANXIOUS FOR THE FRAY.

"We are ready and anxious for the fray, and I think New York will give a much larger Democratic vote than she did in 1896. Of course you know New York is considered in the 'doubtful' column, but you will remember that in our last State elections we made the fight on State issues alone. With few exceptions, every county Democratic convention re-affirmed the Chicago platform."

"I am of the opinion that Mr. McKinley will be renominated and that, as I have said, Mr. Bryan will be his opponent. Mr. Bryan is unquestionably the leader of Democracy in the United States to-day."

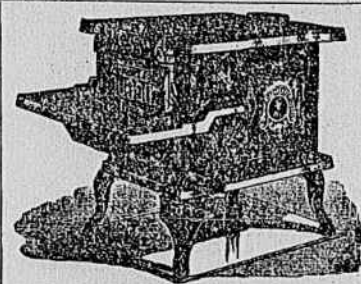
Mr. Danforth is regarded by many as the most eligible person for second place on the National Democratic ticket and is probably the strongest Democrat in New York to-day.

A POPULAR MAN.

In the gubernatorial campaign Mr. Danforth was the candidate for Lieutenant Governor and polled 12,000 more votes than Van Wyck, the Democratic nominee for Governor. For some days the result of the election was in doubt and for a while it looked very much as if Col. Roosevelt and Mr. Danforth would be the successful candidates. Mr. Danforth expressed himself as confident that both Croker and Hill would bury the hatchet and work side by side for the good of the party in the coming fight.

Mr. Danforth is accompanied by Mrs. Danforth and will go to Raleigh, N. C., to-day, where they will be the guests of Hon. Ed. Chambers Smith.

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A little over a year ago we advertised that we would sell one stove of our make to anybody as low as a dealer could buy a carload. Then our trade was limited to Virginia and North Carolina. Since we advertised this we have shipped them to every State from New York to Florida, and as far West as Ohio—right in the heart of other stove manufacturers. Nothing but praise comes from these States for their baking qualities and excellent finish. The celebrated Fitz Lee Cook Stove is destined to be in more homes in more States, than any other stove ever made. Write for information.

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On the other hand, the railway rates on Soft Coal in Virginia have not changed, and it gives us pleasure to announce that on and after NOVEMBER 1st, the price of our

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This Coal makes a bright, cheerful fire, producing a maximum of heat with a minimum of ash. TOMS CREEK COAL may always be known by its peculiar

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Is a mooted question with many. You can be helped by calling at the people's jewelry store, where is on display one of the largest and finest displays ever offered by us. From articles costing hundreds of dollars you will find a line of small Sterling Silver Novelties from 25c. up. It is impossible to enumerate the immense stock. A call invited to examine store and stock, and you will be sure to be tempted by the elegant array and low prices. New goods opened nightly for succeeding day's sales. Select early before the jam of Christmas week and before stock is loosened by the immense demand.

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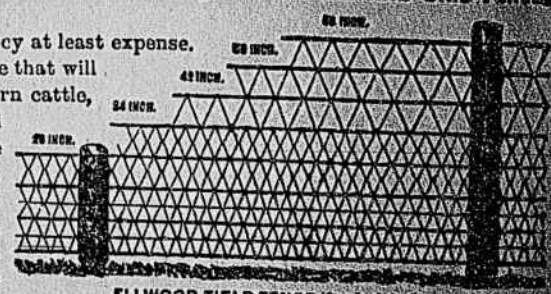
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